ENVIRONMENTAL News

Northern Division, Naval Facilities Engineering Command Fall 2000

Tarred and Feathered at Newport

By Joel Ames

CNRNE Regional Environmental Compliance Officer

On the morning of July 5, 2000, during what started out as a routine transit to a port in Massachusetts, the barge Penn 460 and its tug boat suffered a mishap in Narragansett Bay, Rhode Island. As a result of the impact, the barge's hull was penetrated, releasing approximately 10,000 gallons of No. 6 fuel oil into the environmentally sensitive waters. Oil began appearing on the shores of McAllister Point, a recreational area at Naval Station (NAVSTA) Newport, shortly after the incident occurred. As reported by the Oil Spill Intelligence Report, the response that ensued was, "a textbook example of how to handle an oil spill."

(Continued on page 6)

The initial response strategy consisted of containing oil near the shore, recovering the product with skimmers, Vac-truck vacuuming, and a low-pressure flushing to enhance the recovery rate. Additional emphasis was given to recovering and cleaning oiled wildlife (photo inset).

Smiling Debbie Felton receives Engineer-of-the-Year award from New England IPT leader, Jim Duffy.

Technical Leadership Earns Debbie NorthDiv Engineer of Year Award

By Al Haring

Director, Environmental Restoration Divsion

The head of the Restoration Technical Branch is this year's Engineer of the Year at NorthDiv. Among Debbie Felton's achievements are an innovative contract for optimizing remedial systems, an internal peer review process for making cost-effective decisions, and leadership and technical guidance provided to NorthDiv's risk assessment team. Her efforts will save the Navy millions of dollars.

Debbie was personally responsible for the successful cleanup and transfer of all 396 acres of the Navy's Staten Island facility, and

(Continued on page 12)

From the Department Head's Desk

By Conrad Mayer, P.E.
Head, Environmental Department

If you are a regular reader of the "Environmental News", you may have noticed an occasional "shot" at one of the regulatory agencies, more often than not the EPA. To be fair then, we need to mention those instances, not infrequent, when the regulators support us in the execution of our mission.

One such effort, and a very significant one, is documented in this issue of our newsletter. Lonnie Monaco, the RPM assigned to one of our BRAC bases, has described the successful partnering effort with EPA Region III and the Pennsylvania Department of Environmental Protection in his article "Closing the Book on Warminster."

I was part of this partnering effort, and witnessed firsthand how working together to set and achieve common goals can greatly accelerate the cleanup process. The Team was able to find ways to get it done since they didn't want to just criticize the approach suggested. When the objective of the group is to find the "how", the task becomes much easier.

In recognition of their support, CAPT Zorica sent Letters of Appreciation to EPA Region III and the Pennsylvania Department of Environmental Protection on October 17, 2000. He thanked the agencies for the assistance they had provided, and mentioned the specific individuals whose efforts had been so invaluable to achieving the dual goals of cleanup and property transfer.

So Thank You EPA and PADEP……now, about that NOV ; well, that's another story!

Former LantDiv Commander is Navy's Chief Civil Engineer

RADM Michael Johnson, former commander of the Naval Facilities Engineering Command's (NavFac) Atlantic Division, succeeded RADM Lou Smith as NavFac commander October 20. Important to many of us, RADM Johnson had the wisdom to retain the environmental core in the NorthDiv organization, a structure that will help us best support our claimants, regional commander and client installations. We welcome our new boss, RADM Johnson's relief, RDML Robert L. Phillips.

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Northern Division, Naval Facilities Engineering Command

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The Northern Division Environmental Department does not endorse companies or products mentioned. Our primary target audience consists of Navy people at activities in our area of responsibility (the northeastern states) who are involved in environmental programs. The views and opinions expressed in this publication are not necessarily those of the Department of the Navy. We invite your contributions, comments and questions. To hold down costs, the Environmental News is printed in black and white. Visit our website if you prefer to view or print a full-color version.

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Commanding Officer

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A Snapshot Of NorthDiv's Environmental Capabilities

Who We Are and What We Do

NorthDiv's Environmental Department consists of Environmental Engineering, Restoration, Services, and Contracting Divisions plus remedial project managers and environmental service managers (assigned to integrated process teams.) Including management and administrative staff, we total 76, averaging 14 years with NorthDiv and 12 years of environmental experience.

We are a full-service environmental engineering science organization staffed with 38 engineers (environmental, civil, mechanical, chemical, electrical, petroleum and industrial). Other disciplines on staff include: chemistry, geology, environmental science, biology, environmental risk assessment, entomology, architecture, industrial hygiene, landscape architecture, and horticulture.

Our Credentials

Our staff holds 79 degrees, 17 of them advanced. We have 23 professional engineers (PE's) on staff (registered in 6 states.) In addition 17 staff members hold state or national credentials in professions other than engineering.

Execution

Our FY00 environmental execution totaled $115 million. Breakdown: Environmental Restoration, Navy (ERN) – $78 million, Base Realignment and Closure (BRAC) Environmental – $6 million, and Compliance – $31 million.

Current Contracts and Primary Services Provided

Our **CLEAN I** contract for installation restoration studies and designs awarded at $160 million expires in March 2001.

The **CLEAN II** contract for installation restoration studies and designs at BRAC bases awarded at $100 million expires on June 23, 2003.

The **RAC II** (remedial action contract) for construction removal and site remediation was awarded for $125 million expires in March 2005.

Four Indefinite Quantity Contracts are in place for studies and project designs in water and wastewater; asbestos, lead based paint and radon; hazardous waste; and air pollution. Each contract is valued at $1 million per year for five years, totaling $20 million.

EMAC Contract Awarded

NorthDiv recently added another weapon to its arsenal of contracts. In September, the Environmental Multiple Award Contract (EMAC) was awarded to four firms certified as 8 (A) contractors by the Small Business Administration:

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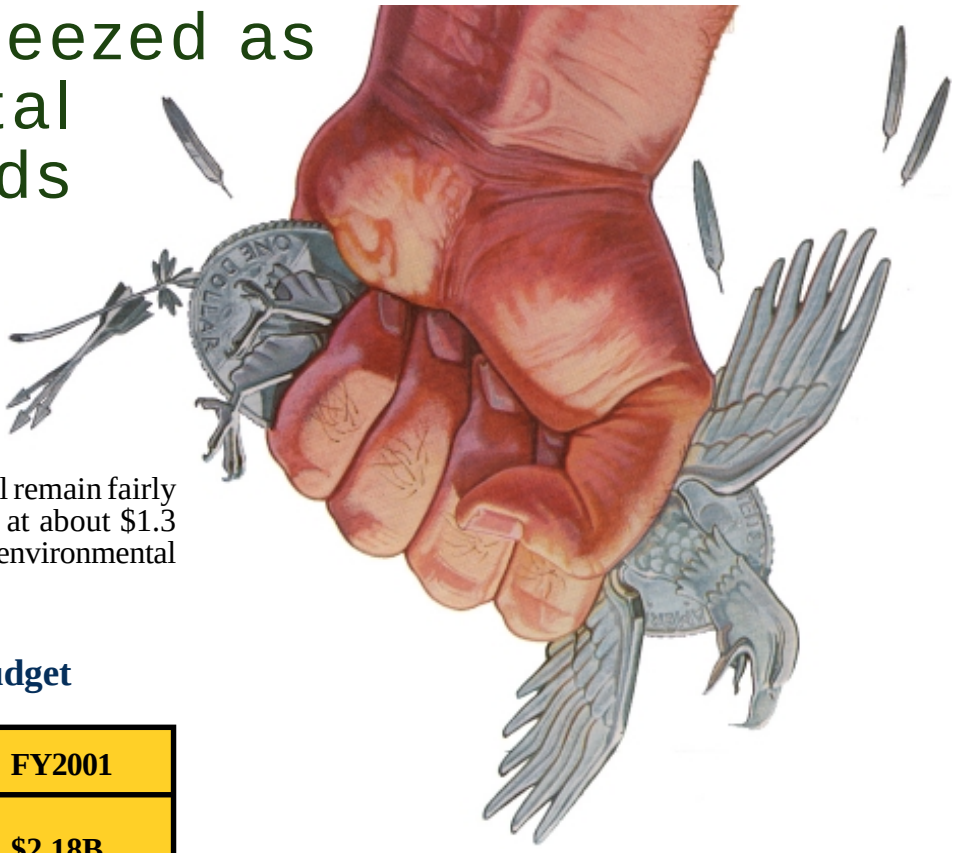
MILCON Squeezed as Environmental Cleanup Holds Its Own



Current Budget Focuses On Restoration

According to the President's defense budget announced last February, environmental remediation will remain fairly stable in fiscal year 2001 (FY01), at about $1.3 billion. The total DOD budget for all environmental work will be about $4.3 billion.

DOD Environmental Budget

	FY2000	FY2001
Cleanup	$1.63B	$2.18B
Compliance, Pollution Prevention, Conservation	$2.34B	$2.14B

MILCON Budget Not Satisfactory

The military construction (MILCON) budget dropped $200 million from FY00 to FY01and is expected to drop again in FY02. While MILCON totals more than $8 billion, military construction, Navy was pegged at $.75 billion, with family housing, Navy set at $1.2 billion and military construction, Navy reserve set at $16 million. The BRAC IV account picked up $1.2 billion.

The Defense Department will ask Congress to approve two more rounds of base closures – in 2003 and 2005. Without much hope of approval, the Department argues that the current base structure is "larger than needed" to support the force level. They also contend that two additional rounds of BRAC completed by 2007 would save about $3 billion per year.

Navy Spends More in FY01

The Navy's environmental restoration budget will hit $294 million this fiscal year, about $11 million more than in FY00. In FY01, Navy estimates it will spend $202 million on BRAC projects, with a bump to $477 million to cover the additional rounds of base closure.

On The NorthDiv Homefront

NorthDiv's environmental budget for FY01 shows slight growth. Environmental Restoration, Navy (ERN) and BRAC Environmental funds total more than $57 million, about $14 million more than in FY00. Starting in FY02, BRAC funds decline sharply, dipping from $26 million to $4 million and then leveling off between FY03 and FY07.

Despite a few peaks and valleys, ERN funding projections show the most stability in the outyears, averaging about $30 million.

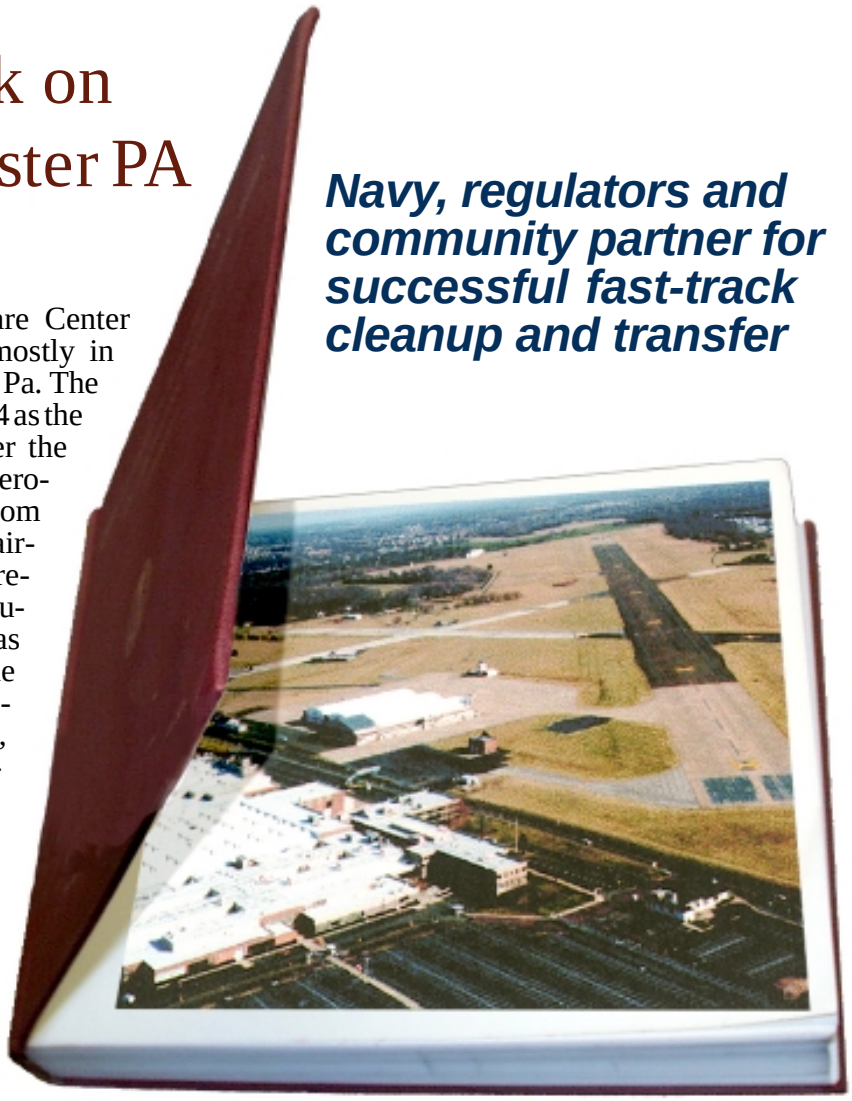
Did You Know That

the U.S. Government is the world's largest real estate owner, with 435,000 buildings and $300 billion in assets.

Closing the Book on NAWC, Warminster PA

Navy, regulators and community partner for successful fast-track cleanup and transfer

By Lonnie Monaco
Remedial Project Manager



The former Naval Air Warfare Center (NAWC) consisted of 734 acres, mostly in Warminster Township, Bucks County, Pa. The installation was commissioned in 1944 as the Naval Air Development Center after the Navy purchased it from Brewster Aeronautical Corporation. It evolved from designing modifications to military aircraft during World War II to later researching, developing, testing and evaluating Naval aircraft systems, as well as conducting studies in anti-submarine warfare systems and software development. Wastes generated include paints, solvents, industrial wastewater treatment sludge, and waste oils. The activity was placed on the National Priorities List (NPL) in 1987.

Under the Base Realignment and Closure (BRAC) Program, the Department of Defense (DoD) realigned NAWC Warminster in 1991. The facility ceased operations in September 1996 and was closed in March 1997. Working with the Federal Lands Reuse Authority (FLRA) and township officials from Warminster and Northampton Townships, as well as Ivyland Borough, the Navy divided the facility into 8 parcels. According to the proposed land re-use plan, various parcels will be used for residential, commercial, recreational and industrial uses. By the end of FY 1999, several parcels which were substantially clean environmentally had already been transferred.

This aggressive schedule presented its own unique problems. All these remaining parcels (or their subdivisions, known as phases) contain either IR sites or areas of concern (AOCs). The AOCs were identified during the environmental baseline survey (EBS) as possibly requiring additional investigation or remediation. The IR sites and AOCs affect any or all of the environmental media within the parcel, and must be addressed before the property can be transferred. The IR sites follow the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) process; namely, the Navy had to conduct a remedial investigation (RI), feasibility study (FS) (if needed), proposed remedial action plan (PRAP), record of decision (ROD), remedial design (RD), and remedial action (RA). Once the CERCLA requirements were met, the Navy prepared a finding of suitability to transfer (FOST) for each of the individual parcels or phase of a parcel to ensure that it was ready for transfer. AOCs were investigated to assure that contaminant levels, if present, were below the planned or anticipated re-use of the applicable parcel. Otherwise, the Navy would remove the contamination.

Of course, the Navy was not conducting these investigations and preparing the various reports in a vacuum. From the beginning of its environmental

(Continued on page 8)

Tarred and Feathered at Newport

(Continued from front page)

Oil deposited during extreme high tide (spring tide) traveled down gradient and formed pools extending to the low tide line. Recognizing that the spill was potentially a large event, the Naval Station contacted Commander Navy Region Northeast (CNRNE) and reported the incident. The oil deposited on the Navy property eventually affected more than a mile of cobble, sand and rip rap shoreline. Swaths of oil 1 to 4 inches deep and between several feet to several yards in width could be found all along the shoreline. The responsible party (RP), Penn Maritime, took immediate responsibility and began cleanup efforts.

While the oil was apparently collecting in seemingly centralized locations, the responders were faced with a number of logistical challenges. There were concerns about the potential effects of transporting heavy response equipment across a fragile landfill cap because a portion of the impacted shoreline bordered the McAllister Point landfill, a site on the National Priority List. The potential threat to response workers from the landfill's contents had to be carefully evaluated. The base and regional environmental representatives worked closely with the Unified Command to address those concerns. They assisted in developing the site safety plan, verified that there was no health threat posed by the landfill, and played a major role in developing response strategies. Security was increased around the area that surrounded the landfill to prevent responders and press members from unknowingly wandering into any hazardous area. NorthDiv provided offshore analytical data previously collected as part of the ecological risk assessment studies for the McAllister Point Landfill. This information proved valuable in determining post spill contaminant levels with pre spill baseline conditions.

The Unified Command, which included the RP, the Coast Guard, and the Rhode Island Department of Environmental Management (RIDEM), established its command center at the Naval Station Pier 2 (a site pre-designated by USCG and previously used during the Egypt Air response and recovery). National Response Corp.(NRC) was hired by the RP to serve as the oil spill removal organization during the response. The beach which became a natural collection point for the oil, mainly due to tide and weather conditions, presented favorable conditions for the response action. The initial response strategy was to contain the oil near the shore, recover the product with skimmers and Vac-trucks, and snare, clean and release any oiled birds. Clean Harbors, with assistance from base personnel, implemented the initial response plan. The base not only provided boats and booms to the response organization, it also contributed personnel from the Fire Station, Security, Port Operations, Public Works and the Environmental Protection Division.

The majority of the first week's response effort focused on collecting oil from recoverable pools along the shoreline. A low-pressure flush was used in many areas to enhance the recovery rate. After the first week the focus shifted to recovery of penetrated oil and shoreline agitation to release the captured oil. To accomplish the agitation, the RP recommended the unusual method of utilizing a front-end loader equipped with rock tines. This technique proved to be highly successful and reportedly released more oil than responders were initially prepared for.

After the initial collection of oil from recoverable pools along the shoreline, the focus shifted to shoreline agitation to release captured oil. To accomplish this task the RP recommended the use of a front-end loader equipped with rock tines, a technique that proved to be highly successful.

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Joel Ames, CNRNE regional environmental compliance officer, explained that this spill was unusual for a number of reasons. The Navy was the victim of the spill, not the responsible party. The Navy, because of its active involvement with the area committee planning process, was able to provide a command center for a response that it did not direct. Additionally, the Navy opened a military installation to civilian responders who were working for a commercial RP and not contracted by the Navy. These issues presented potentially difficult challenges that could have delayed the response and worsened the environmental impact. However, due to good prior planning, control and access issues were rapidly resolved, and 8,500 gallons of oil was recovered in the first three days.

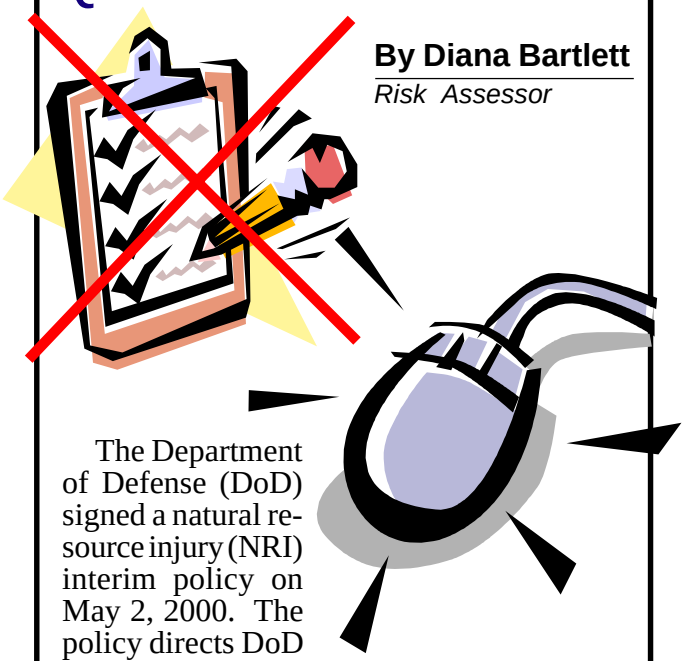
RIDEM, along with NOAA, the Department of the Interior and CNRNE, will participate as trustees in the Natural Resources Damage Assessment associated with the spill. The assessment will study the potential injury to the beach and the possible fisheries impacts. Approximately 4,400 acres of fishing area was initially closed, all of the area is now re-opened. NorthDiv has collected nearshore fisheries and habitat data for the McAllister Point Landfill dredging program. This information will serve as a valuable baseline for the NRDA. NorthDiv will provide technical assistance to CNRNE interpreting this data for purposes of the NRDA.

Joel Ames credits the success of the response to favorable weather conditions, a good relationship between the CNRNE, the state, and the Coast Guard, and the assistance provided by NAVSTA Newport. Lesson learned: Developing a good working relationship with the response community and regulators as well as being actively involved in the planning process before an event occurs, results in enhanced operations during a response.

Want To Feel Really Old?

This year's college freshmen don't remember the Cold War, the Challenger explosion, pull-top cans, vinyl records, Pac Man, Beta, Johnny Carson, polio, Mork, or J.R. As long as they can remember, there has always been a Pope named John, AIDS, CDs, color TV, cable, remote control, in-line skates, microwave popcorn, soft contact lenses, MTV, and (yuck!), EPA.

Natural Resource Questionnaire



By Diana Bartlett
Risk Assessor

The Department of Defense (DoD) signed a natural resource injury (NRI) interim policy on May 2, 2000. The policy directs DoD to integrate natural resource injury to the extent feasible into its ecological risk assessment process.

The Navy, through its risk assessment workgroup (RAW), is developing guidance for NRI at all navy sites. The NRI subgroup consists of members from NavFacHq, CNO, SouthDiv, ChesDiv and NorthDiv. The point of contact for the NRI subgroup is Diana Bartlett at NorthDiv.

The subgroup has developed a questionnaire that will help evaluate the concerns and ideas that remedial project managers (RPMs) and other Navy personnel have with NRI. The questionnaire will also help the subgroup focus its resources on the specific topics and issues that can be used to develop Navy guidance.

You can access the questionnaire at the federal ecological risk assessment website under "News." The address for the website is http://web.ead.anl.gov/ecorisk. Please strongly encourage appropriate personnel to fill out and submit the questionnaire. Submittal is handled electronically over the web.

Closing the Book on Warminster

(Continued from page 5)

investigations, the Navy has worked with the regulators from the EPA Region III and the Pennsylvania Department of Environmental Protection (PADEP), as well as representatives from the United States Geological Survey (USGS) and the surrounding townships and boroughs. This group, known as the Technical Review Committee (TRC), was formed in April 1988 and converted to a restoration advisory board (RAB) in December 1993 after the facility was targeted for closure.

Though much work had been accomplished since the activity had been placed on the NPL and BRAC lists, a great deal still remained to be done prior to finding the property suitable for transfer. In late FY99 the pressure to complete all environmental activities at the facility increased significantly as the FLRA stepped up its efforts to find tenants for the existing buildings, and developers for the open spaces. (By then, fieldwork and remediation were largely completed.) Cleanup was achieved through interim remedial actions or removals. The groundwater treatment systems had already been installed for Areas A, C and D, but OPS (Operating Properly and Successfully) determination had yet to be done.

Once the target for property transfer had been set, the Navy realized that it needed to interact differently with the other groups during the report writing/review processes and accelerate the time it took to go from an RI to a FOST.

First, we realized that the working levels alone would not be able to bring about these changes; we needed active and continuous management participation. Tier II meetings, as they came to be called, involved active participation of the senior managers from the Navy, EPA and Pennsylvania Department of Environmental Protection (PADEP) in developing and tracking a viable timeline. By initiating the Tier II, we learned that the Navy and EPA had similar goals. While the Navy was interested in getting the FOSTs signed in order to transfer a parcel or phase of a parcel, the EPA was tracking its construction completion date (CCD) for the IR site. Both set targets for FY00 completion.

Secondly, the Tier II participants set documentation priorities for the parcels according to transfer priorities ranging from June to September 2000.

Lastly, the Tier II reasoned that we needed to shorten the report writing/review processes, and the linear progression from RI to FOST. We reasoned that the present iterative process of the Navy developing a deliverable, having the regulators provide comments, then the Navy making changes and having the regulators re-review to assure that the changes had been made and that no others were needed, was too slow. Instead, we decided that the Navy would provide a very rough draft of the RI or RI/FS (including pencil corrections in the margins) to the regulators, as sections became available. That way, the writing/review process would go on simultaneously. Once regulatory comments were ready, working level counterparts would meet to agree on all language changes. This effort was complicated by the fact that we needed to demonstrate OPS for each of the groundwater treatments, and even further by a TI (technical impracticability) waiver needed for Area A groundwater.

Similarly, the Navy prepared the PRAP during or just after the RI/FS, then worked on wordsmithing with the regulators. During the comment period, the Navy prepared and the regulators reviewed the ROD. By the time the comment period ended, the ROD was ready to be issued, except for the responsiveness summary. Once the comment period was over, the responsiveness summary was completed by the Navy, reviewed by the regulators, wordsmithed by all, added to the ROD, and sent forward for signature. As early as the RI or RI/FS stage, the Navy initiated work on the FOST and its enclosures. The intent was to have the FOST signed concurrently with or shortly after the signing of the ROD. This required the cooperation of all the stakeholder agencies, including their respective counsels.

It became obvious that all parties were willing to go beyond normal practices to meet our aggressive goals. Improvements in the process were made wherever opportunities were presented.

The lesson learned was that aggressive cleanup/transfer goals can be met when interested parties work collectively and creatively. The Navy, with a little help from its friends, was able to re-invent procedures necessary to successfully fast-track the NAWC cleanup and transfer.

Environmental News
can be viewed in full color at
www.efdnorth.navfac.navy.mil

Items of Interest

MECHANICSBURG SITE 3 ROD FOR SOILS

On September 27 the Site 3 Record of Decision (ROD) for soils was completed at NSA Mechaniscsburg, PA. The selected remedy (institutional controls) acknowledges the potential unnacceptable risk to human health if the land use were to change to a residential scenario.

A removal action at the site was completed in the Spring of 1999 when 47,000 tons of contaminated soil was removed from two different burn pit areas. The groundwater component of the site is still being investigated.

TRENTON "OPERATING PROPERLY AND SUCCESSFULLY"

On August 10, 2000 the Operating Properly and Successfully (OPS) demonstration for the groundwater remedy at Naval Warfare Center, Trenton, NJ, was completed and sent to EPA Region III for review and approval.

An OPS requires ongoing remedial action as a pre-condition to transfer federal property. The EPA completed its review and approved the OPS demonstration September 22. Property transfer is scheduled for December.

Beebe Guns for Blood Drive Goals

(Try Saying that 5 times real fast)

NorthDiv Environmental Engineer Steve Beebe, this year's Red Cross Blood Drive chairman, along with Environmental Services Manager Mary Hunt, helped in collecting ***55*** pints, five more than the goal.

Twenty-three pints were donated by NorthDiv environmental folks. Steve, Mary and environmental engineer Terry Gallagher also donated baked goods.

HOT CECOS COURSES

Remedy Selection & Closure
28-29 November 2000
Charleston, SC

This course provides instruction on making technically sound, cost-effective remedial action decisions for Navy and Marine Corps environmental restoration sites in a manner consistent with regulatory and policy requirements.

Topics include life cycle cost; basic concepts of remedy selection; remedial technologies; decision documents; RAO/LTMgt; site closeout documentation; and emerging issues.

Ecological Risk Assessment
5-7 December, 2000
Washington, DC

Come and get up to speed on ecological risk assessment (ERA) and its use in the environmental restoration program.

Instruction includes definitions and descriptions of each of the ERA components; what is needed for a site-specific ERA; technical oversight that should be included in the ERA; how to perform the ERA; evaluating ERA results; and how the ERA fits within required regulatory processes.

Registration:
Register on-line at **www.cecos.navy.mil**. Please contact the CECOS Registrar via fax DSN 551-2918, or (805) 982-2918 concerning registration information, confirmation and questions.

Cost: There is no cost for federal and state government employees to attend these classes.

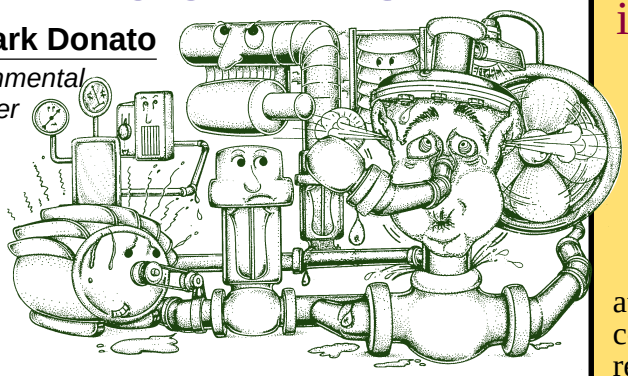
NORTHDIV'S PAPER CHASE

If you're a tree, ya gotta love those little zeros and ones zipping around cyberspace. Sure beats a ride to the pulp mill. Yep, it's a digital world, and NorthDiv's Contracts Department is doing its part in saving paper.

In FY00 82% of NorthDiv's contracting was paperless. Appropriately enough, Dave Rule's Environmental Contracts Division was 100% paperless.

CHILL'N OUT AT THE NAVAL WAR COLLEGE

By Mark Donato
Environmental Engineer



Naval Station Newport Success Story

In May 1999 a new natural gas fired chiller system for the Naval War College Strategic Maritime Research Center at Naval Station Newport was put into service. Upon completion of the annual air emission statement, the chillers were found to have unrestricted potential NOx emissions above the state major source permitting threshold.

NorthDiv worked with the activity, engine manufacturer, and the regulatory agency, RIDEM, to come up with a solution. It was found that by retrofitting catalytic converters on the engines, NOx emissions could be reduced by about 90%. NorthDiv expedited installation while concurrently assisting the activity with the proper permit applications and coordinating actions with RIDEM.

The retrofit was completed and permits submitted to the War College without interfering with scheduled operations.

Taking The

So long to Tiama Johnson and Elaine Ferranti, long time office automation staffers in the Environmental Department. Each accepted a separation incentive pay (SIP) lump-sum payment after voluntarily resigning. Elaine will be starting another job in Philadelphia, and Tiama will be taking care of her newborn. We wish them both the very best.

469,661 Reasons You Should Call Brian Helland If You Have Any Questions Regarding Your UST Compliance

Record Penalty Proposed for UST Violations

By Brian Helland
Environmental Engineering Divsion

EPA recently proposed a $469,661 penalty at an Army facility in Washington for failure to comply with underground storage tank (UST) regulations. The penalty is the largest of its type ever proposed for a DoD agency, and is meant to be a compliance incentive for other federal agencies. Specific violations outlined in the complaint involved 32 of the 62 regulated USTs at the facility. Many involved inoperative or malfunctioning leak detection equipment, a number of which were allegedly turned off.

There are likely to be many more enforcement actions by EPA and the states that will emphasize operation and maintenance (O&M) of UST systems. There is a perception at many levels that UST compliance is no longer an issue now that all Navy systems have been upgraded to meet the December 1998 standards. However, enforcement actions like this one demonstrate the importance of continual O&M.

Eighty of 98 facilities studied recently in New Hampshire were equipped with release detection, but only 33 of those systems were actually capable of detecting a release. There is a good reason that inoperative leak detection systems are a regulatory issue; they can lead to costly releases to the environment. Environmental Restoration (DERA or ERN) funding has been available in the past for cleanup of leaks from old tanks. However, the tank owner must fund any leaks that occur after tank upgrade or on new tanks.

If you need assistance to determine your O&M requirements, or to develop a maintenance contract, please contact Brian Helland at (610) 595-0567, ext. 124.

Cleanup of F-14 Crash Site at Willow Grove

During the annual air show at Naval Air Station Joint Reserve Base (NASJRB) Willow Grove, PA on 18 June, a Navy F-14 fighter aircraft crashed on private property near the southwest side of the Station. Killed in the tragedy were the two Navy pilots.

BEFORE
The aftermath of the crash: a mess of twisted and tangled vegetation, aircraft debris, residual fuel and oil, and charred trees.

The impact area was a thick stand of red and silver maples, surrounded by residences. Aircraft debris was recovered from the grim half-acre site by the reconnaissance team. An estimated 1,300 gallons of fuel was on-board at the time of impact. Twenty gallons of hydraulic fluids was also on-board.

Most of the fuel was consumed in the fire; however, residual fuel and oil were evident in various areas on the ground. Preliminary oil removal from standing water was conducted by NASJRB.

The Willow Grove Navy environmental team did a superb job dealing with the public and media and coordinating the effort for site cleanup and remediation. Assistance was provided by Northern Division, Atlantic Division and the Pennsylvania Department of Environmental Protection (PADEP).

Steve Hubner, forester from Atlantic Division, immediately flew up to the site to assist in the assessment. Steve identified and marked damaged trees and recommended a plan of action to clear and restore the site. NorthDiv's remedial action contractor, Foster Wheeler, cleared debris, sampled the soils, and then, restored the site – all in less than three months. Soil sampling results showed no contamination. Groundwater was not impacted; moreover, continuous monitoring by NASJRB Environmental will assure no future contamination.

The site has been regraded and hydroseeded; pine trees were planted for screening. Additional trees will be planted in the spring. PADEP and the local community were very cooperative with the Navy's efforts and are pleased with the Navy's expedient results.

AFTER
Cleaned and restored, the site as it appears today, regraded and hydroseeded. The small pine trees were planted for screening.

NorthDiv wishes to make it clear that "this cleanup action is insignificant in comparison to the lives lost. Thoughts and prayers go the families and friends of the Navy pilots. It is only hoped that lessons learned will prevent other such unlikely incidents."

The prompt and effective environmental cleanup at least helps bring the tragedy to closure. The Navy plans to place a memorial to the pilots on the site.

One-Stop Government Web Site Debuts

Need to find the nearest veterans hospital? Want to track your Social Security benefits? How about some software on environmental awareness? You can now contact most government agencies and find information by logging on to a single Web site at http://firstgov.gov. The Associated Press reports that the new, one-stop Web site consolidates over 20,000 government Web sites into one.

In announcing the new FirstGov Web site, President Clinton admitted that "with 27 million Web pages of government information now online-and more being added every day, finding the information or service you need can be frustrating. The new Web site is designed to help both civilians and federal workers to find the information they need quicker and easier".

To test the web site, the "Environmental News" Editor-at-large, an admitted technophobe, went from the "FirstGov" Web site to "Defense" to "Navy" to "Navy organization" to "The CNO's office" to "N8" to "N88" to "Flying hours and Aviation Safety Branch" to "Navy Safety Center" to "BASH" and within a few minutes was downloading the bird aircraft strike hazard plan he was looking for.

NorthDiv Engineer of the Year

(Continued from front page)

resolution of all environmental issues at the former Brooklyn Naval Station. Management against an aggressive schedule for remediation and transfer of property at Trenton, having the Navy's worst groundwater contamination problem in the Northeast, was her responsibility as well.

Did Debbie manage to find time to take leave of her NorthDiv responsibilities? Oh yeah. Last summer she participated in a Global Mission trip to the Navajo Indian Reservation in Arizona, where she designed and built a pump house for the St. Michael Indian School to protect the water supply for faculty lodging.

Dedication, professionalism, humanitarian efforts, and outstanding personal skills have made her a most deserving individual for this recognition. Congratulations, Deb!

A Snapshot Of NorthDiv's Environmental Capabilities

(Continued from page 3)

Cape Environmental Management of Exton, PA, Environmental & Demolition Services of Baltimore, MD, Resource Management Concepts of Lexington Park, MD, and USA Environmental Management of Upper Darby, PA.

Each of the four firms will compete for every contract task order. The scope of the work under this contract includes asbestos abatement, lead-based paint abatement, Storage tank work, demolition, and limited soil removals. The maximum value of the contract is $15 million over a 5-year period.

Did You Know That...

the risk of illness from pathogens in untreated surface water is at least 10,000 to 1 million times greater than the risk of cancer from disinfectant byproducts in chlorinated drinking water?

(Eco-Sanity: A Common Sense Guide to Environmentalism, by Joseph Bast, et. al.)